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**SUBSTITUTE SENATE BILL 5742**

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AS AMENDED BY THE HOUSE

Passed Legislature - 2023 Regular Session

**State of Washington**

**68th Legislature**

**2023 Regular Session**

**By** Senate Transportation (originally sponsored by Senators Kauffman, Llias, and Lovick)

READ FIRST TIME 04/04/23.

1           AN ACT Relating to codifying certain existing grant programs at  
2 the department of transportation; adding new sections to chapter  
3 47.66 RCW; adding new sections to chapter 47.76 RCW; and adding a new  
4 section to chapter 47.04 RCW.

5 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

6           NEW SECTION.   **Sec. 1.** A new section is added to chapter 47.66  
7 RCW to read as follows:

8           (1) The department shall establish a paratransit and special  
9 needs grant program to sustain and expand transit service to people  
10 with disabilities.

11           (2) Of the amounts appropriated to the program, 23 percent shall  
12 be provided solely for grants to nonprofit providers of special needs  
13 transportation. Grants for nonprofit providers must be based on need,  
14 including the availability of other providers of service in the area,  
15 efforts to coordinate trips among providers and riders, and the cost-  
16 effectiveness of trips provided.

17           (3) The remaining 77 percent of amounts appropriated to the  
18 program shall be provided solely for grants to transit agencies to  
19 support persons with special transportation needs. To receive a  
20 grant, the transit agency must, to the greatest extent practicable,  
21 have a maintenance of effort for special needs transportation, in the

1 latest calendar year for which the department publishes data in the  
2 most recent "Summary of Public Transportation" report, that is no  
3 less than the previous year's maintenance of effort for special needs  
4 transportation as shown in the report. Grants for transit agencies  
5 must be prorated based on the amount expended for demand response  
6 service and route deviated service for the latest calendar year as  
7 published in the most recent "Summary of Public Transportation"  
8 report. No transit agency shall receive more than 30 percent of the  
9 distribution.

10 NEW SECTION. **Sec. 2.** A new section is added to chapter 47.66  
11 RCW to read as follows:

12 (1) The department shall establish a public transit ride share  
13 program. The grant program shall provide resources for:

14 (a) Public transit agencies to add or replace ride share  
15 vehicles; and

16 (b) Incentives and outreach to increase ride share use.

17 (2) The grant program for public transit agencies may cover  
18 capital costs only and costs for operating vanpools at public transit  
19 agencies are not eligible for funding. Awards from the grant shall  
20 not be used to supplant transit funds currently funding ride share  
21 programs, nor be used to hire additional employees.

22 NEW SECTION. **Sec. 3.** A new section is added to chapter 47.76  
23 RCW to read as follows:

24 (1) The department shall establish a freight rail investment bank  
25 program for the purpose of supporting freight rail capital needs by  
26 providing low-interest loans to entities based on the state's  
27 interests as outlined in RCW 47.76.240.

28 (2) The department shall issue freight rail investment bank  
29 program loans with a repayment period of no more than 15 years, and  
30 charge only so much interest as is necessary to recoup the  
31 department's costs to administer the loans.

32 (3) The department shall report annually to the transportation  
33 committees of the legislature and the office of financial management  
34 on all freight rail investment bank loans issued.

35 (4) Projects shall be evaluated using a cost-benefit methodology.  
36 The methodology must use the following legislative priorities:

37 (a) Economic, safety, or environmental advantages of freight  
38 movement by rail compared to alternative modes;

- 1 (b) Self-sustaining economic development that creates family-wage  
2 jobs;
- 3 (c) Preservation of transportation corridors that would otherwise  
4 be lost;
- 5 (d) Increased access to efficient and cost-effective transport to  
6 market for Washington's agricultural and industrial products;
- 7 (e) Better integration and cooperation within the regional,  
8 national, and international systems of freight distribution; and
- 9 (f) Mitigation of impacts of increased rail traffic on  
10 communities.

11 NEW SECTION. **Sec. 4.** A new section is added to chapter 47.76  
12 RCW to read as follows:

13 (1) The department shall establish the statewide emergent freight  
14 rail assistance program for the purpose of supporting freight rail  
15 capital needs by awarding grants based on the state's interests as  
16 outlined in RCW 47.76.240.

17 (2) Grants shall be selected using the cost-benefit methodology  
18 as outlined in section 3 of this act.

19 (3) The department shall report annually to the transportation  
20 committees of the legislature and the office of financial management  
21 on all freight rail assistance program grants issued.

22 NEW SECTION. **Sec. 5.** A new section is added to chapter 47.04  
23 RCW to read as follows:

24 (1) The department shall create a bicyclist and pedestrian grant  
25 program to improve pedestrian and bicyclist safety and mobility and  
26 increase active transportation trips.

27 (2) Project types may include, but are not limited to, bicycle  
28 facilities such as buffered bike lanes, pedestrian facilities such as  
29 sidewalks, crossing improvements for people who walk and roll, and  
30 speed management.

31 (3) The department shall report on an annual basis the status of  
32 projects funded as part of the bicyclist and pedestrian grant and  
33 safe routes to school grant programs. The report must include, but is  
34 not limited to, a list of projects selected and a brief description  
35 of each project's status.

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